

## AUTOMOBILE SHOW NEWS

## Icy Streets and Barriers of Snow Aid in Display of Automobile Trucks and Cars



SCENE IN NEW YORK'S SNOW COVERED STREETS YESTERDAY.

## Horses Falling on Slippery Paving and Motor Vehicles at Work Furnish Object Lessons.

Thousands of visitors to the city, attracted by the automobile shows, as well as residents of every section, have seen the motor truck in action under adverse conditions on snow and ice covered streets in the last two days. While horses everywhere have been seen in reclining postures on the slippery paving or have been temporarily retarded from service, the power vehicles have been busy at their work, every driver unconsciously an exhibitor in the great out of doors show that occupies every avenue in the city.

The pleasure cars which have been on exhibition in Madison Square Garden during the last week were rushed out of the city amphitheatre at a late hour last night and commercial vehicles, hundreds of them, were hurried in to fill the spaces made vacant by the superb machines which attracted thousands and filled the garden to overflowing at each session. The "serious business" of the automobile show on exhibition for one week beginning to-morrow night at eight o'clock. The splendid decorations which caused endless comment last week will be augmented by the addition of new effects which will add more beauty to the scene. The garden will be renovated from top to bottom, the carpet which covered the exhibition spaces will be torn up and fresh material laid. In fact, a new aspect will be given to the show this week in keeping with the dignity of the vehicles to be shown.

## Crowd Increases at Palace Show Combined Exhibition of Commercial and Pleasure Vehicles Draws Large Attendance.

Interest in the Grand Central Palace Automobile Show, at which both pleasure vehicles and commercial cars are being exhibited, continued unabated yesterday. The show officials announced that the attendance exceeded that of any other day of the show. The commercial vehicles are attracting quite as much attention as the passenger cars. Visitors find it easier to mount to the second and third levels of the new exhibition hall than at any previous automobile show, as there are three large elevators on either side of the grand stairway that are kept running all the time. There is a greater diversity in the motor trucks and delivery wagons to-day than in the passenger cars, in the matter of mechanical design and application to different purposes. The big trucks are particularly imposing.

## HILLS EASY FOR TRUCK.

Evidence of the advantage to be gained by business men in the use of motor trucks is found in a report just issued by the Pittsburgh-Buffalo Coal Company, a Pittsburgh firm of coal dealers, regarding its experience with commercial vehicles in the hauling of coal. The exceptionally steep hills of Pittsburgh had caused this company much trouble through delaying deliveries made by team. The company recently purchased a four and a half ton Commer truck. According to statements made by officers of the company, the truck has outdone anything which could be accomplished with horses, the saving in transportation expense, on an average, over the horse being about seventeen cents per ton.

## NEW TIRES ON MARKET.

The Goodyear Tire and Rubber Company, of Akron, Ohio, has announced its line of truck tires for 1912 as containing a "tire for every service." The company has two new tires for heavy trucks, the "dual tread" block tire and the metal base mountable tire, both being of the dual tread. The block tire is so made that each individual block may be taken off regardless of any other block on the wheel without the necessity of packing up the wheel or loosening the rim band. The metal base tire is fastened on by wedge-shaped rings held in place by side flanges joined through the felloes. A third tire, too with a metal base, has a rim band designed at the 8, 8, 8 standard wheel. It is made for single tire wheels.

## Thousands of Merchants, Representatives of Large Corporations and Men Identified with the Industry Arrived in New York Late Yesterday Afternoon, Many from the Middle West and South, to Investigate and Purchase Motor Trucks for Use in Their Cities. Nearly All of These Visitors Took Advantage of the Pleasure Car Exhibit to See This as Well as the Part 2 Period.

The makers and dealers at the show all agreed that the exhibition was the best business show in which they had participated.

## PURCHASERS SHREWD IN CHOOSING TRUCKS

Walter C. White, president of the White Company, in discussing the motor-truck industry yesterday, said: "One of the things that impresses me is the business like manner nowadays in which trucks are being bought. Two years ago, when a man bought a truck, he was usually induced to make the purchase by a particularly fluent and persuasive salesman, an art the construction of the particular truck he bought, and the reliability of the firm making it, did not have very much importance with him. He usually had the idea that the truck would be more expensive a proposition for his hauling or delivery work than his horse and team, but the idea of being thought up to date and progressive appealed to him, and he decided he could charge the loss up to advertising. The ones who bought the right kind of truck were generally disappointed, and the others either gave them up in disgust or kept on trying until they

## Wheels and is forced on the rim band by a hydraulic press. AXLES ON EXHIBITION.

The American Ball Bearing Company of Cleveland, Ohio, have an exhibit of automobile axles at the Palace show. The company has placed on exhibit for the first time in America the Lauchester type of worm and gear drive, which is used on the Daimler, the Minerva, the Panhard and other cars.

## PHILADELPHIA SHOW OPENS.

[SPECIAL DESPATCH TO THE HERALD.] PHILADELPHIA, Pa., Saturday.—The annual Philadelphia Automobile Show, at which are exhibited the finest types of motor cars made and used in this country, opened to-night in the First and Third regiment armories. The exhibits to be seen include cars of every variety of style, horse power and price.

## "HERB" LYTLE A HUPP AGENT

Announcement is made that Herbert H. Lytle, the racing driver, has assumed charge of the Hupp branch at Kansas City, looking after the sale of the R-C-H 25 and the Hupp-Young electric coach.

Mr. Lytle is one of the pioneers of the racing game. "Chance," a novel of absorbing interest and power, by Joseph Conrad, the writer of stirring sea tales, was written by him especially for the NEW YORK HERALD. It has a fine attractiveness for women. First chapters next Sunday.

## TRAP CATCHES DOG, BUT DOG GETS MINK

Little Black and Tan Turns Over to Master Fur Bearing Animal Three Feet Long.

[SPECIAL DESPATCH TO THE HERALD.] NEW ROCHELLE, N. Y., Saturday.—When Charles Koch, a trapper, living at No. 7 Orchard street, whistled for his little black and tan, Probar, this morning, the dog for the first time in his nine years of life, did not answer. So Mr. Koch started for his traps and found Probar strung up by one hind leg in a noose to a sapling, which had been used as a mink trap. Probar held a large black mink by the tail. He was scratched from the mink's claws and teeth. Both Probar and the mink were nearly exhausted. The mink, which measures thirty-six inches from nose to tip of tail, was the largest seen here a several years.

Caught in traps were three other smaller mink but had been attracted by the light in the early morning and had come to help their comrade. Intensely interesting is the new novel written especially for the SUNDAY NEW YORK HERALD, by that great writer of sea stories, Joseph Conrad. It is called "Chance." First installment next Sunday.

## found the one that would give them the service is should.

"To-day, however, when a concern decides to install motor trucks, it goes after it systematically, and the persuasive salesman doesn't cut so much figure. The concern's engineers and mechanical men thoroughly examine the construction of the various trucks offered for sale, and weigh the points of superiority very carefully, looking for strength, durability and simplicity of construction, and economy of operation and maintenance. The heads of the firm pay close attention to the stability of the company that is manufacturing the truck, and the company that is a solid financially, free from stock juggling and which has a long record of high grade manufacturing behind it, gets first consideration."

## START FOR DETROIT IN CAR

The three members of the world touring Huppable party, who arrived in New York for Europe a week ago, will leave to-morrow to drive to Detroit in the car, thus completing the globe girdling trip. The start to-morrow morning will be from the local agency of the H. J. Koehler Company, at Fifty-fourth street and Broadway, at ten o'clock. The route to be taken lays through Albany, Utica, Syracuse and Buffalo, then across Canada to Detroit.

## WORM GEAR ON TRUCK.

The Pierce Arrow Motor Car Company will have an exhibition to-morrow at the Garden, the component parts of the worm gear, with which its trucks are equipped. This will be in addition to the chassis and two motor trucks that will be on display in the company's space.

## JAIL CANNOT COOL LOVE FOR WIDOW

She Called Police to Arrest Persistent Suitor, but He Says He Will Try Again.

[SPECIAL DESPATCH TO THE HERALD.] WILKESBARRE, Pa., Saturday.—Love laughs at locksmiths and Peter Luthern, of this city, who is in love, laughs at turnkeys, solitary confinement, bread and water diet, the bastinado and every other legal deterrent which the object of his unrequited affection threatens to invoke to cool his ardor.

Mrs. Mary Groschner, a pretty widow, of Hazleton, caught Luthern's fancy. He courted and coaxed her, but she would have none of him. Then he decided to pit his constancy against her stubbornness and win her by persistence. Woman like, she tried him out along that line until, she alleged, he became a nuisance.

Last night he called and pleaded his love until an hour after midnight. He was still strong when the widow, out of all patience, opened a window and called the police.

"Ten days in jail for disturbing this woman's peace," said the Police Justice this morning.

"If she'll promise to marry me when I get out you can make it ten years," said Luthern.

The Justice looked inquiringly at Mrs. Groschner.

"I wouldn't say 'yes' if you gave him a life sentence," she flashed back. Luthern declares he'll be back on the job in ten days.

## GAS KILLS COUPLE AND THEIR PETS

Mr. and Mrs. Otto Meissner Found Dead on Their Kitchen Floor in Brooklyn.

Illuminating gas killed Otto Meissner, sixty-two years old, a retired coffee dealer, and his wife, Marie, fifty-two years old, yesterday in their home, at No. 414 Troutman street, Williamsburg. Both were found dead on the kitchen floor, with a pot gray cat and two canaries in a cage. Mr. Meissner owned the house and occupied part of the second floor. The cat tried to attract attention, as it was heard meowing, but no attention was paid to the animal, and the meowing finally ceased. It was not until nine o'clock that a tenant going down stairs detected the odor of gas. Investigation showed that the gas had been pouring into the room from a rubber tube attached to an open burner and which had become separated from a small gas stove. It is believed that while Mrs. Meissner lifted the stove from the kitchen range to the floor the rubber hose came disconnected without her observing it.

## TILED WALLS IN ABATTOIR DE LUXE

Model Slaughter House of Joseph Stern & Sons Has Many New Features.

## NO CORNERS IN FLOORS

Even Window Sills Are Slanted so Entire Building Can Be Flushed Daily.

An abattoir de luxe, slaughtering rooms with white tiled walls and cement floors and elevators waiting to convey the temporary, unwilling guests to the reception room on the top floor are a few of the unusual features planned for a modern nine story slaughter house to be erected by Joseph Stern & Sons, Inc., dressed beef merchants, at the foot of West Thirty-ninth street.

Even the famous example of the Chicago packing house in which everything of the hog except the squeal was utilized will be surpassed; for from the time when the live beef is unloaded from the stockcar until he emerges from the sales floor all trimmed up into fancy cuts for commercial use, each step in the progress of manufacture will be as nearly automatic as the vice president, Edward Kohn, with the help of the engineer and architect, could devise.

New Flushing System. The building, according to the design of J. J. Lawlor, the architect, is to be of drop-proof construction entirely. Steel, cement and brick are the only materials. The design will have the distinction of being the first abattoir in the city which will permit of thorough flushing. The corners of the floors and ceilings will be rounded. Even the window ledges will be slanted upward, so that no deposit will be allowed to remain.

The cattle will be conveyed to the top of the nine story building in an elevator capable of holding a carload at a time. Each steer will be assigned to his stall, where he will find water and salt, clean bed. There he will rest over night. The next morning will see his transformation from a living thing to quarters, flanks, legs and ribs of beef, to say nothing of suet, tallow, oleo oil, tallow and other by-products. From the receiving room on the top floor he passes, still under his own propulsion, to the killing room, on the way to which he goes under the sharp eyes of the government food inspectors. Then he passes to the cutting room, and from that, on a series of conveyor belts, to the various cooling rooms, and so on to the sales floor, where he is introduced to the jobbing and retail butchers.

Making By-Products. In the meantime, on the intermediate floors, washing tubs, drying ovens, grinding machines and huge vats have been at work on the fat, which is transformed into oleo oil, suet, tallow and other by-products. The carcasses of the animals are used as a base for the manufacture of the various substitutes for lard, and tallow, used for soap. Finally, the tongues and "plates," eaten as corned beef, are sent to the pickling room in the basement.

It is a conspicuous feature of the building that only the edible products are allowed to remain within its walls. The hides are packed in an adjoining building and the offal carried off, to be dried and converted into fertilizer. The building, which is expected to have a capacity for between 1,500 and 2,000 head of cattle weekly, is to cost about \$400,000 when completed.

## MANHOLES BLOW UP, PASSENGERS IN PERIL

Trolley Cars in Court Street, Brooklyn, Emptied When Gas in Conduit Explodes—Workman May Die.

An explosion yesterday in a conduit of the Edison Electric and Illuminating Company in Court street between Livingston and Schermerhorn streets, Brooklyn, hurled six manhole covers high into the air, emptied trolley cars of their passengers, shattered windows in stores and houses and resulted in the probably fatal injury of a workman.

Michael Lavin, of No. 33 Marion street, with Charles Connolly and four other employees of the Edison Company, found the conduit to be leaking gas and Lavin applied a gasoline torch to the cover of one manhole to melt the ice.

When he had the manhole top partly raised there was an escape of gas from the conduit. The gas came in contact with the flame from the torch and the explosion followed. The iron top knocked Lavin unconscious and broke his skull. At the Long Island College Hospital it was stated that there was a slight chance for his recovery. Connolly was hurled backward and received cuts and bruises.

## "L" TRAIN HURLS BUMPER INTO STREET

Throng in Brooklyn Narrowly Escapes—Car Projects Over Structure, but Stays on Rails.

A railroad bumper, weighing about a ton, dropped from the elevated structure at Crescent street and Jamaica avenue, on the Lexington avenue line in Brooklyn, yesterday morning, and narrowly missed hitting a group of persons in the street below.

An electric train in charge of George Kitcher smashed into the bumper with force enough to tear it from the rails and send it toppling over into the street. When the train stopped the front car projected over the end of the elevated structure and there was grave concern among the persons in the street lest the train might fall. The accident was attributed to slippery rails.

## HURLED TO WAGON TONGUE.

Fire Engine Driver Lands Between Galloping Team, Narrowly Escaping Death.

[SPECIAL DESPATCH TO THE HERALD.] MONTCLAIR, N. J., Saturday.—Axel Wilberg, driver for the Montclair Fire Department, was in charge of a chemical engine when he was hurled to a fire at No. 650 Madison street this afternoon, and at Bloomfield avenue and Park street the vehicle struck a hilllock of ice. Wilberg was not strapped to the seat, was hurled forward and landed on the wagon tongue between the two galloping horses.

## Amherst Men Make Many Discoveries in Patagonia



AMHERST EXPEDITION IN CAMP IN PATAGONIA—MR. TURNER IN FRONT OF TENT.

## Biological Expedition Is Now on Its Way Home with Many Scientific Treasures and After Finding a Colony of Prosperous Boers Who Left South Africa.

After having passed six months devoted to scientific exploration in the wilds of interior Patagonia, the members of the Amherst College biological expedition are homeward bound from Buenos Ayres to New York by way of London, bringing with them many important contributions to science and a fund of interesting experiences.

The party expects to remain about a week in England, returning to this city early in February. Of its members two are young men whose homes are in New York city. The expedition, which left for Patagonia on July 3 last, is in charge of Professor F. B. Loomis, of the chair of biology in Amherst College. His associates are Waldo Shumway, Amherst, 1911, who lives at No. 473 East Eighteenth street, Brooklyn; Layton Turner, Amherst, 1912, of Elmhurst, Borough of Queens, and William Stein, of St. Joe, Wyo.

Letters recently received from Professor Loomis by his associates in Amherst and from Mr. Turner by his mother in Elmhurst report that the expedition has discovered some entirely new biological specimens and gathered much valuable geological data. It has shipped to the college four more or less complete prehistoric skeletons, fifteen skulls and a large number of jaws, which include fine specimens of the Eocene horse, elephant, rodent, primate, notostylops and a large variety of other specimens taken from the bone beds discovered by the party. Professor Loomis reports that many of the specimens are entirely new to this country and suggest several new scientific ideas.

Rich Marine Deposits. Some of the most valuable additions to geological knowledge are the rich marine deposits which the Amherst men discovered. In some instances at levels a hundred feet above the sea, they found specimens of petrified trees, some six feet in diameter, which are supposed to have been driven in by Atlantic storms of the prehistoric ages. In one spot they found what appeared to be an entire raft of these huge trees. Members of the party also collected the fossil remains of marine life, such as sharks' teeth, alligators and turtles, from beds hundreds of feet above the present sea level. Shells of bivalves similar to the oyster, but a foot or more in diameter, were found in the same locality.

The present expedition is the third of a series which has been financed by the Amherst class of 1894, of which Professor Loomis was a member. In 1907 and 1908 he did some noteworthy work in Nebraska, Wyoming and the Dakotas among the fossil beds. At times he was accompanied by Professor Turner and Professor Loomis, of Yale. The present expedition, however, is the first expedition of its kind sent out either from the United States or Europe to explore the Chubut territory of the Argentine Republic. In 1896 Professor Amherst came across an interesting colony of Boer ranchers. With the same spirit that led their forebears to trek back into the hinterland from Cape Colony, when the British occupied it almost a century ago, some of them have emigrated to this new country rather than live under English domination in the Transvaal. In Patagonia they have found a country not unlike that of their old South African homes. They are all sheep growers, for the shrubbery, sparse though it is, seems to supply sufficient sustenance to make that industry profitable. In some localities, Mr. Turner writes, the Boers form so large a proportion of the population that Boer phrases and words are becoming a part of the colloquial language, the hills being designated "kopjes" and journeys from point to point being commonly spoken of as "trekking."

## WANT RAILROADS TO DO MANY THINGS KEEP PAY CROSSING BILLS WESTCHESTER BUSY

Mayors' Society in New Jersey Opposes Pierce Plan to Make Cities Share Elimination Expense.

[SPECIAL DESPATCH TO THE HERALD.] ELIZABETH, N. J., Saturday.—At the organization meeting this afternoon of the Mayor's Society of New Jersey, which was formed to fight for the elimination of grade crossings throughout the State at the expense of the railroads, opposition was voiced against the bill of Senator Pierce of Union county.

This measure provides for the elimination of grade crossings, with twenty-five per cent of the expense borne by the municipality benefited by the improvement, except where the railroad applies to the Public Utilities Commission for the privilege of removing the crossings. The bill also provides that one crossing for every twenty miles of track be removed annually. A total of 123 crossings are affected.

It was decided that in case Senator Pierce refuses to change the bill to suit the Mayors the Executive Committee of the organization would draw up a bill and have it introduced by some other Senator. These officers were elected:—Fred W. Donnelly, Trenton, president; Alfred A. Stein, Elizabeth; Julian A. Gregory, East Orange; Jacob Hasselberg, Newark; George N. Seger, Passaic, and Joseph H. Elth, Philadelphia, vice presidents; Arthur S. Pierson, Morristown, secretary; Arthur B. Seymour, Orange, treasurer.

Besides these cities there were representatives from Asbury Park, Highland Park, Montclair, Nutley, Pennington, Haledon and Belleville. The next meeting of the organization will be held in Trenton on a day when the Legislature is in session.

## Woman Dead and Frozen.

[SPECIAL DESPATCH TO THE HERALD.] NEWBURGH, N. Y., Saturday.—The police to-day forced in the front door of the home of Miss Jennie McLean, aged seventy years, and found her dead on the parlor floor. The body was frozen stiff. Miss McLean lived alone and had not been seen about since last Wednesday. It is thought she died of heart failure.

## DENTISTS DEMAND SURGEON'S STATUS

Will Ask Legislature to Grant Them the Privilege of Holding Sacred Patients' Secrets.

Two sentences in a judicial opinion written by Justice Seabury, who joined Justices Guy and Colahan in the Appellate Division of the Supreme Court recently, in upholding the claim of a dentist for payment for a false teeth plate made for a man who died before he would call for it, have stirred up the entire profession in this city. Dr. William Wallace Walker, president of the First District Dental Society, which includes New York city and is the largest in the State, said last night that the decision will be a principal subject of action at the next meeting of the society on February 5.

This action will be, he said, a resolution addressed to the proper authority, probably the Legislature, asking legislation to extend to the dentist the privilege of holding sacred even in a court of law the secrets of his patients as such. Surgeons and other medical men, as well as professional nurses, enjoy this privilege by specific statute, and the dentists believed they also were included until the decision written by Judge Seabury. It was handed down early this month in the case of Dr. Frank M. Howe, of No. 112 East Sixtieth street, against the estate of Edward Regensburg.

Dr. Howe won a suit against the Regensburg estate in the Municipal Court, and on appeal the decision was sustained. The appeal was based on allegations that in the trial Dr. Howe was a witness for himself had been called upon to reveal professional secrets.

"Within these recent times it was customary for barbers and blacksmiths to extract teeth," Justice Seabury wrote. "Formerly the work of filling and plating teeth was frequently performed by the jewelers." This is the part of his opinion which struck the dentists hardest, even though he continued: "That dentistry has now become a highly developed science is doubtless true, but this does not militate against construction of the code excluding a dentist from its provisions."

"Dentists were surprised and humiliated by discovery of their lack of a place in the law beside their medical brethren," said Dr. Walker.

"Many have been inclined to regard the decision as offensive in its phrasing and to have introduced historical matter as a little application as is the fact that barbers used to let blood in the days of our own fathers, while surgeons do it now. We will take the dentist's position seriously, and I am counting on the support of Dr. Ellison Hillyer, president of the State society and a resident of Brooklyn."

## MR. HITCHCOCK GETS LEAP YEAR PROPOSAL

Texas Girl Writes to Lone Bachelor of Cabinet Who Is Too Busy to Get Married.

[SPECIAL DESPATCH TO THE HERALD.] WASHINGTON, D. C., Saturday.—Postmaster General Frank H. Hitchcock, the lone bachelor of the Cabinet, who is as handsome as a Greek god or an illustration of a ready-to-wear clothing advertisement, according to one's favorite standard, got a leap year proposal to-day.

A dainty envelope exuded the scent of violets and flaunted the postmark of Houston, Texas. Ordinarily the Postmaster General's secretary opens the mail. There was a peculiar sanctity, however, about the word "Personal" on this letter and the Postmaster General himself opened it in the privacy of his inner office.

The palpitating missive read:—"As we have now reached the year 1912 and hearing from newspaper accounts that you are a bachelor and have always been too busy to get married, I thought probably you might find time to take up a short correspondence with one who will be very interested."

Of course there is no offer of hand and heart just so many words, but Mr. Theodore Wedd, Mr. Jesse Suter and others of the Postmaster General's staff, who were called in as experts, declare there is no doubt that was the letter's intent. Handwriting experts of the department say the writing is that of a woman—"a young woman."

"But," suggested an inquisitive person, "what was the writer's name?" That is a secret which will remain locked in the bosom of Frank Harris Hitchcock, the champion secret keeper of the United States.

"Chance," a novel of absorbing interest and power, by Joseph Conrad, the writer of stirring sea tales, was written by him especially for the NEW YORK HERALD. It has a fine attractiveness for women. First chapters next Sunday.

## CHURCH FIRE DUE TO SHORT CIRCUIT

Blaze in St. James, Catholic, of Red Bank, as Pastor Is Hearing Confessions.

[SPECIAL DESPATCH TO THE HERALD.] RED BANK, N. J., Saturday.—A short circuit in the electric wires in the vestry room of St. James Catholic Church to-night threatened to destroy that edifice.

Confessions were being heard by the pastor, the Rev. Father James A. Reynolds, and the curate when the fire started. The church was filled with smoke and several brethren were nearly suffocated. The candles on the main altar were lighted to aid the firemen. Throongs came to the fire when they heard it was at the Catholic church. Several hundred dollars' worth of damage was done before the blaze was extinguished.

h. drug stores. They now get ten per cent. The Rev. John Knox Allen, pastor of the First Reformed Church, gave a dinner Thursday night to the consistory.

The citizens of Pleasantville are to organize a board of trade on January 16. The object is to induce New Yorkers to locate there. Gilbert Taylor Pugsley, eighty-eight years old, a brother of former Representative C. A. Pugsley, died at Peekskill Wednesday. Bids for the new "Headless Horseman" bridge at Tarrytown range from \$14,000 to \$25,000. Mr. William Rockefeller is to pay cent share on the public telephone lines.